

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 01/16/2003

DEN02LA062		06/30/2002		Falcon, CO		Aircraft Reg No. N6968M		Time (Local): 15:45 MDT					
Make/Model:		Stinson / 108-3				Fatal		Serious		Minor/None			
Engine Make/Model:		Franklin / 64A-165-B3				Crew		0		0		1	
Aircraft Damage:		Substantial				Pass		0		0		0	
Number of Engines:		1											
Operating Certificate(s):		None											
Type of Flight Operation:		Personal											
Reg. Flight Conducted Under:		Part 91: General Aviation											
Last Depart. Point:		Same as Accident/Incident Location				Condition of Light:		Day					
Destination:		Local Flight				Weather Info Src:		Weather Observation Facility					
Airport Proximity:		On Airport				Basic Weather:		Visual Conditions					
Airport Name:		Meadow Lake Airport				Lowest Ceiling:		None					
Runway Identification:		15				Visibility:		8.00 SM					
Runway Length/Width (Ft):		6000 / 60				Wind Dir/Speed:		100 / 017 Kts					
Runway Surface:		Asphalt				Temperature (°C):		33					
Runway Surface Condition:		Dry				Precip/Obscuration:		None / None					
Pilot-in-Command		Age: 55				Flight Time (Hours)							
Certificate(s)/Rating(s)						Total All Aircraft:		141					
Private; Single-engine Land						Last 90 Days:		37					
Instrument Ratings						Total Make/Model:		120					
None						Total Instrument Time:		3					

The pilot reported that on takeoff roll and at 40 miles per hour, he raised the tail of the airplane. Shortly after, the airplane started moving to the left of the center of the runway. The pilot reported he applied right rudder, but the airplane continued moving left as if a brake was dragging. The pilot reduced power in an attempt to abort the takeoff, but the airplane continued left off of the runway into the grass. The propeller struck the ground and the airplane went up on its nose and over on its back. An examination of the airplane revealed no anomalies. The reported winds at the Colorado Springs Municipal Airport, Colorado Springs, Colorado, 9 miles south-southwest of the airport was 100 degrees at 17 knots, gusting to 21 knots. The owner of a fixed-base operation on the airport said that the winds were out of the west that day, approximately 260 degrees, and they were gusting. The owner could not provide an estimate of the wind speed, but said the winds were strong enough that they suspended flying operations.

Brief of Accident (Continued)

DEN02LA062				
File No. 12598	06/30/2002	Falcon, CO	Aircraft Reg No. N6968M	Time (Local): 15:45 MDT

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS

Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF - ABORTED

Findings

4. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED
5. TERRAIN CONDITION - GRASS
6. ABORT - ATTEMPTED - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
the pilot's failure to maintain aircraft control during the takeoff roll and subsequent abort. Factors relating to the accident were the gusting crosswinds and the unsuitable terrain encountered when the airplane departed the runway.